

COUNTRY East Germany

REPORT NO.

25X1

TOPIC Alt Leennewitz Airfield

25X1 EVALUATION PLACE OBTAINED

DATE OF CONTENT 4 to 17 October 1952

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DATE OBTAINED DATE PREPARED 25 November 1952

REFERENCES 25X1

PAGES 3 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

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1. After 7:30 a.m. on 9 October 1952, MiG-15s took off from Alt Leennewitz airfield and headed toward the Elbe River. The weather was hazy. About 7:40 a.m., a dull roaring sound from the direction of the Elbe River and immediately afterwards four loud detonations which could only have been caused by aircraft bombs. Subsequently heavy firing was heard. The entire operation lasted for about 15 minutes. The same procedure was repeated five times in the course of the morning. There was a pause from 9:45 to 10:45 a.m. About 12:30 p.m., three individual MiG-15s which, however, did not carry bombs under their wings.¹

2. After 5:45 p.m., formation flying in groups of two was practiced. At night, take-offs and landings were made with the help of four searchlights which were located at the field.² The following observations were made after 7 p.m. A formation of two MiG-15s was circling widely over the field. Two planes echeloned to the right were standing on the runway in line with the former Falkenberg Strasse, their noses pointing to the west. Two other planes were parked side by side about ten aircraft lengths behind the first element of two planes on the turf by the side of the runway, their noses pointing diagonally to the runway.

3. At 7:06 p.m., the engines of the two planes parked on the runway began to roar. Simultaneously, the 2 planes aloft were crossing the DF station at the northern exit of Beiersdorf. Searchlight A radiated its beams at these 2 planes which were going to land. After about 8 seconds, searchlight A switched off its lights, while searchlights B and C began operating, searchlight B directing its beam toward the north at a right angle to the runway, while searchlight C lighted the runway itself. Shortly afterwards the group of 2 planes on the runway took off, while the two planes aloft landed immediately afterwards in quick succession. After the landing of the 2 planes, searchlights B and C switched off their lights, while searchlight A followed with its beam the group of 2 planes which had taken off. After 4 or 5 rotations, searchlight A switched off its light. The 2 planes which had landed, taxied in the meantime to the assembly area by the side of the runway.

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4. At 9:16 p.m., the 2 planes parked by the side of the runway taxied to the take-off point. This procedure, which involved 3 groups of 2 planes each was repeated 7 times until 9:30. Searchlight D was not involved in the take-off or landing operations. It directed its beam while the planes flew over the northern section of the field, switched off its light for 8 to 10 seconds, and subsequently made 3 rotations. Because of the searchlights, observation facilities were better than during the day, take off procedures particularly could be observed very well.

[redacted] the fence around the field was not yet completed in its northeastern corner [redacted]

5. After 8 a.m. on 10 October, individual MiG-15s or type-29 planes practiced flying until 3 p.m. The cloud base was rather low, the weather was foggy and visibility was poor. Between 7:30 and 7:35 a.m. on 11 October, 12 MiG-15s took off heading west in formations of 4. They had not returned by 8:30 a.m. At 12:15 p.m., [redacted] a formation of 4 MiG-15s, which apparently landed at the field. No noise of flying aircraft was heard after 12:30 p.m. The weather was partly cloudy; visibility was good. There was no flying on 12 October. After 5:30 p.m. on 13 October, 6 MiG-15 or type 29 planes practiced flying. Night flying was conducted in the same way as observed on 9 October. The weather was cloudy. A fifth searchlight, marked as E in the Annex, was located about 4 km west of the hangars on the forest path to Rehfeld. This searchlight followed with its beam the aircraft taking off and then switched off its light.

6. After 1 p.m. on 14 October, individual swept-back jet fighters practiced flying. There was a closed cloud cover with intermittent rain showers. [redacted]

[redacted] additional sentries who patrolled the wooded area accompanied by dogs. Flying was discontinued about 5:30 p.m. There was no flying on 15 October. The weather was rainy and the closed cloud cover was very low. At 11 a.m. on 16 October, 6 MiG-15s were observed in the aircraft dispersal area north of the eastern end of the runway. A truck and a trailer van were seen at the take-off point, while a large radiotruck was observed immediately south of the aircraft dispersal area. After 1:30 p.m., individual MiG-15s practiced flying with extended landing gears, which was discontinued about 5:45 p.m. Visibility was poor, and there was a light drizzle. After 9 a.m. on 17 October, individual swept-back jet fighters practiced flying with extended landing gears, which was discontinued about 12:30 p.m. [redacted] was identified on a Po-2. In the morning, there was a closed ceiling with intermittent showers. The ceiling broke up in the course of the day.³

7. On 16 October, source observed 6 railroad tank cars on the spur track of the field and tank trucks beside these cars. In the localities bordering the airfield professional and voluntary fire brigades were enlarged. It was rumored that the personnel of professional fire brigades existing in Kreis towns was to be increased five times its present strength.

8. Between 3 and 4 p.m. on 9 October, there was flying at the field. Two take-offs were observed at which swept-back jet fighters took off in a quick succession. Flying continued until after 4 p.m.

9. Six 37-mm guns and a canvas covered device were seen at an AAA emplacement at the southern edge of the field, about 80 meters north of the Torgau-Bad Liebenwerda highway. A large tent, in front of which 60 men had fallen in, was seen east of the emplacement. Six to 8 trucks were seen parked near the emplacement. Another AAA emplacement of 6 guns was seen about 150 meters west of the repair hangar.⁴

10. The PKV-45 DF station was east of the end of the runway. A small cabin was seen in the middle of the 4 masts of this DF station. About 300 meters southwest of the DF station, there was a radio truck with a seven-section antenna. A Dumbo type radar set was seen on the roof of the repair hangar. On 9 October, [redacted] a radio set, which was mounted on a one-axle chassis near the AAA emplacement. The radar set looked like a wicker basket. In the vicinity of the radar set, there was a radio truck fitted with a whip antenna. Another radio installation was observed on a roof on a building west of Marxdorf.⁵

- 25X1 1. [] Comment. The fighter regiment stationed at Alt Loennowitz airfield uses a firing range located near Stehla on the Elbe River. The detonations heard from the direction of the river indicate that MiG-15s either dropped bombs over the firing range or discharged rockets. However, no bombs or rockets have so far been observed on MiG-15s.
- 25X1 2. [] Comment. For location of searchlights A through E, see Annex. The very detailed description of the night flying conducted at the field shows that the Russians use searchlights extensively to facilitate the landing and orientation of their aircraft.
- 25X1 3. [] Comment. Observations made on 16 and 17 October indicate that all-weather flights are only made in the form of circles over the field. These flights are made with extended landing gears in order not to distract the pilot's attention from the blind flying instrument panel.
- 25X1 4. [] Comment. The AAA emplacement at the southern edge of Alt Loennowitz airfield were previously known. The AAA emplacement west of the hangars is reported for the first time and therefore requires confirmation.
- 25X1 5. [] Comment. The location of the PKV-45 DF station was reported previously. The presence of the Dumbo type set and the radar set are reported for the first time.

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Annex

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